



# FIGHTIN' ARMY



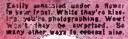




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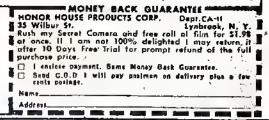
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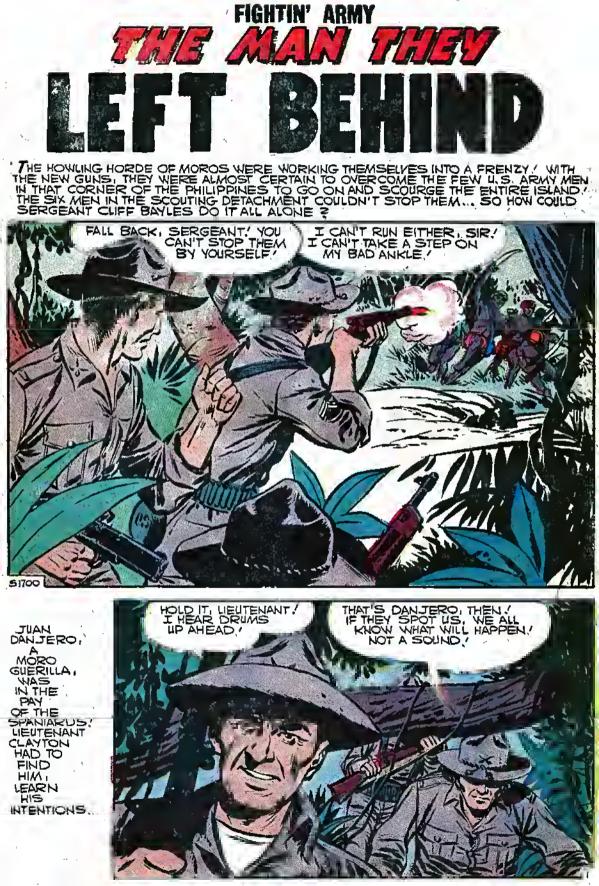
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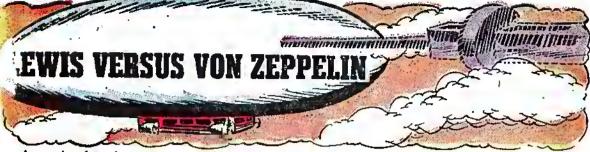












A week after the world was saddened by the news of Wilbur Wright's death an Memorial Day, 1912, an event took ploce on June 7, 1912, that would in time directly offect mankind more than did the pioneer flight at Kitty Hawk. For an that doy, Captain Charles De-Forest Chondler successfully fired a full outomatic weapon from an aircraft in flight for the first time in aviation history.

The experiment was corried out unofficially. Lt. Col. Isaac N. Lewis, Coast Artillery, United States Army, had devised a weapon for the Automotic Arms Co. of Buffalo, N. Y. Feeling it was a most progressive step in machine-gun construction, he visualized its use in the most promising development of the day — the flying machinel

Lt. Col. Isaac N. Lewis tolked about this to Captain Chandler, the commanding officer at College Park. The captain agreed to try this gun and offered to fire it personally.

The early madel of the Lewis oir-coaled outomatic machine gun weighed 25 pounds, 6 aunces and was chambered for the caliber .30/06 United States Army infantry rifle cartridge. The ammunition was contained in a circular drum that slipped over a post on the top of the receiver. The rate af fire of the weapon was given as well above 750 rounds per minute. For this trial, however, it was slowed down by putting unusual tension on the return spring. Lewis thought it best to shoot 500 shats a ninute, allowing the gunner to empty the drum in 6 seconds. The gun hod no sighting arrangenent other than looking along the top of the inusually lorge aluminum barret jocket.

Captain Chandler, after being shown by ewis how to aperate the weapon and being ade familiar with the kick and amount of mp when operating it full automatic, took his place in the Type B Wright Pusher plane. The muzzle of the gun rested on the cross bar upon which the pilot and observer placed their feet. It had been agreed that the firing was to take place a short distance in front of the hangar. In the interest of safety a decision was made to fly at a low altitude.

A torget, consisting of a piece of cheesectoth 6 by 7 feet in size was loid on the ground. Lewis colculated that the plone would travel over the length of the target in one-tenth of a secand. Lt. T. DeWitt Milling, wha was piloting the plane, made three oppraaches at an oltitude of 250 feet. Each time a shart burst was fired. Examination shawed five hits on the target and several bullet holes directly in front of the cheesecloth.

Chondler could not see where the bullets were hitting on the ground. When circling over some adjacent fish ponds, he fired the remainder of the drum into the water to observe the spacing of the bullets by the splashes.

This unscheduled burst caused the colone! much concern. Thinking that Chandler may have filed the weapon occidently, he asked the observers to take cover in the hangars as a precoutionary measure. He concluded that if the trigger had been pulled once occidentolly, it might be done again. Later Lewis was much relieved by the coptain's explanation for firing into the pond.

Realizing they had contributed to oviotion history, they planned anather trial the following day. This time a target 2 yards wide and 1B yords in length was used. And again, the two officers, Chandler and Milling, took off in the plane. From experience gained the day before, they decided to raise the altitude to 550 feet. Even at the increased height, 14 shots out af the 44 fired hit the target and the remainder of the bullets left holes in the ground clase by.

A Serbion student named Princep, on June 28, 1914, ossassinated Archduke Francis Ferdinond of Austria and thus set off what can be called the First Great Machine Gun Wor. The automatic weapan had heretofore been employed only in minor conflicts. In the 1914-1918 war it was estimated that 92 percent of all casualties were inflicted with this highly lethal type of weapon.

Mention must be made of the part ployed by the Lewis aircraft machine gun in breaking up the Zeppelin roids over England. This Germon aircraft was named for its inventor, Count Ferdinond von Zeppelin. He was born on July 8, 1838, in Constance, Baden, Germany, and after 30 years of service in the German Army, retired with the rank of General. He announced his intention of devoling the remainder of his life to the study of aeronoutics and the building of lighter-than-oir-mochines.

His decision was influenced portiolly by his term as militory oltoche in the United States during the Civil War. At that time he mode his first bolloon oscension with Professor Lawe to reconnoiter the Confederate forces.

Unoble to find finoncial bocking at first, Count von Zeppelin sold his family estate and all other voluobles to raise the money needed to conduct his first experiment. Within 2 years he had his first airship, using a 16 harsepower Daimler motor for power, ready for flight. After a short trial in the air, it was destroyed by an accident, as were also Zeppelins II, III, and IV.

The count was financially ruined ofter so many failures and very low in marale when the German Government agreed to finance the next ship, to be knawn as the Deutschland. In 1910 it made a flight for a distance of 300 miles. This feat stirred the imaginatian of the German people and over \$1,500,000 poured in far the purpose of more experimentation.

The Deutschlond was also wrecked by o sudden ond violent wind as it attempted to land, but the government naw had implicit faith in the Zeppelins. Further experimentation was needed and finally ane af these ships powered with 75 harsepower engines successfully rode out a storm for three days with gales at times of 80 miles per hour. Between 1900 and 1914 the Zeppelin Corporation constructed over 115 airships of the rigid type.

The German military command reolized that it had at its dispasal what might be considered a powerful weapon. The Zeppelins could stay aloft longer than conventional airplanes. They could also reach a greater oltitude than any plane. Their speed, especially with a favorable wind was far in excess of that standard military oircraft. Best of all, the designers reasoned that the huge area and unlimited carrying power of the dirigibles furnished o plotform upon which to mount weapons. This would allow them to fight off anything that dared to approach the flying arsenal.

The first Zeppelin ossoult on England took place of Great Yarmouth on January 19, 1915.

AT SINGULED US THE LET OF BEDRICHT THE BETREVERSE SHI MERCHE FIT AND JULET HER THE WE DESAM HAVE LED THE MANNELS FOR OWNER DAMAGE MANY CARDENT REAL CHECKLATURE IN It resulted in minor damage and was considered merely a token raid, a dress rehearsal for the moin event. An English newspaper made the statement: "What made the people indignont was not so much the ruthlessness af the Germans, but the failure of our own navol and military to offer any protection... or even to harass them when they came."

It took years in time and millions in money to build up the Zeppelin myth. It was quickly shaltered when British airmen found the fatat weokness of the huge airships. The fallowing repart on bringing down o Zeppelin, the L-53, by LI. Culley, of the Royal Air Force, illustrates a typicol encounter:

"The naval units informed me at 8:30 a.m. there was a Zeppelin approaching from NE aton estimated 15,000 feet altitude. I got my 'Camel' into the air at 8:41 o.m. and with the sun ot my back, I climbed upwords. When first sighted, the airship was braadside, but evidenity having sighted me it had turned end on and had climbed to 19,000 feet. As we approached, the 'Comel' sat tail down unable to climb anather inch of altitude. At this close point the airship storted to pass slowly overhead. I pressed the krigger of my two Lewis guns mounted above the wing and ofter firing a long burst observed the bullets strike and flosh as they hit the metal in the under belly of the huge ship.

A propeller on an engine on the port side was seen to stop and as nothing else seemed ta happen I dived my plane, followed later by on explosion as the whole airship exploded in flames. One of the crew succeeded in jumping with o porachute and wos soved......

Lt. Culley could have mentioned the fact that he was using the new Buckham incendiary bullets in his guns. Of the 12 Zeppelins destroyed in attacks aver Landon, the Lewis aircroft mochine gun is officially credited with shooting down 10 of them.

th studying the history of the vorious weapans invented to be used in o war, the following observation moy; be of interest: A terrible effective weapon is created. Then another one to oppose it! Here an inventian of an American met the invention of a German and won,

THE END

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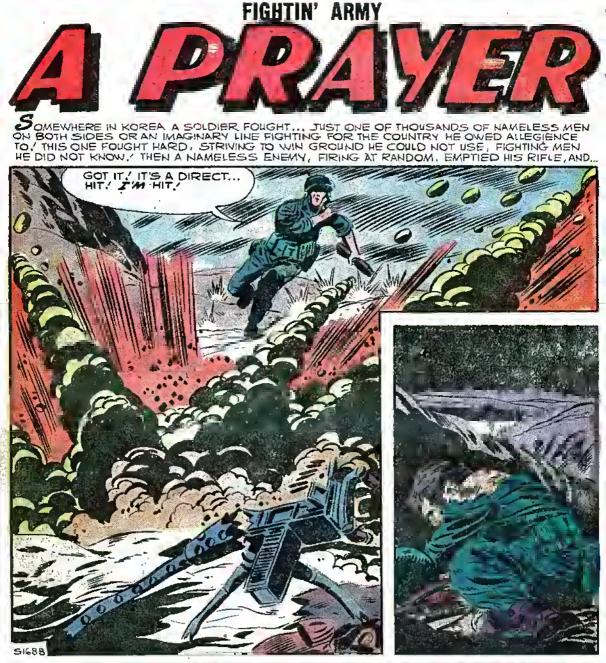
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AND BEHIND THE RED LINES, AN ARTILLERY CAPTAIN GETS HIS ORDERS! LAY DOWN A HEAVY BARRAGE --INDIFFERENT, UNKNOWING THAT A NINE-TEEN YEAR OLD BOY IS ONE OF THE TARGETS...









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# ADDRESS



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RGET



# FIGHTIN' ARMY

WE'RE COOKED IF THEY FIND US IN THERE, CAPTAIN. WE HAVE MORE CHANCE IN HERE, SARGE ! WE'RE OUT OF GAS AND LOW ON AMMO! GET THAT SCRAP IRON INSIDE -- WE'LL ARGUE LATER ! RED TANK COMIN', CAP! BETTER GET IN AND PULL THE HOLE IN AFTER YUH!

Y

THE REDS HAD MASSED NORTH OF THE VALU, BRINGING UP TANKS, AR-TILLERY, AND SUPPLIES, THEN. THEY STRUCK... AND THE U.N. FORCES HAD TO DROP BACK, MAKING THE REDS PAY DEARLY FOR EVERY FOOT OF GROUND THEY GAINED! CAPTAIN JIM CROS-LEY'S TANK OUTFIT SUFFERED HEAVILY!





A SHELL BLASTED JEEP IN A DITCH OFFERED CROSLEY HIS ONLY CHANCE! HE MADE A DASH FOR iT AND CHECKED THE COMMAND RADIO ...





GET READY FOR A STAB IN THE RED BACK ON THE IRISHMAN'S BIRTHDAY! I'M SIGNING OFF!









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